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THIS IS UNEVALUATED INFORMATION

1. After the USSR occupied Estonia in 1940 the Estonian Highway Administration (EHA) was supervised by Soviet engineers to whom the Estonian personnel were completely subordinate. On matters pertaining to "union" highways the EHA reported to the Union Highway Administration (UHA) in Moscow, which, was under the USSR Peoples Commissariat of Internal Affairs (NKVD). (During the USSR occupation roads were split into three categories: union roads, re-public roads and local roads. Union roads were projects approved and financed by the UHA in Moscow.) In all other matters the EHA was under the Estonian NKVD. The head of this body, Boris Kuum, was a former Estonian road technician. He had no real power, but merely signed papers. Actual control rested with his Soviet deputy.

2. The USSR did not provide any technical assistance to the EHA in the form of equipment or advisory personnel. Estonian road construction equipment included US graders, shovels, scrapers, bulldozers, etc and was superior to USSR equipment. Also the EHA had more equipment than a unit of equal size would have had in the USSR. Estonian technical personnel were superior to their Soviet counterparts. The function of the Soviet engineers was to supervise and control the activities of the Estonians. There were no Soviet engineers in the district offices of the EHA.

3. The USSR did not influence the Estonian highway system much during the 1940-41 occupation, except that in general the traffic became heavier and the roads became worse. The emphasis was on construction of military bases. Construction was begun on the militarily important Kanama-Keila-Paldiski highway. Also, a start was made on asphaltting the straightened portions of the Tallinn-Pärnu and Tallinn-Paide-Põltsamaa highways. Each of these stretches was about ten kilometers long and started from Tallinn. On other highways the maintenance force was not sufficient to keep up the roads under the prevailing heavy traffic. (The USSR abolished the former Estonian system of private contractors, and did not increase the permanent labor force enough.)

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to lack of gravelling. In general, [] military highways have been adequately maintained, while nonstrategic roads have probably been neglected.

4. With regard to the composition of the labor force, []

[] most of the auxiliary and common workers had no construction background. For the most part they were office workers, bakers' assistants, and the like, who had committed some minor offense and been sentenced to a few months hard labor. (A typical offense was tardiness to work on three occasions.) These people were called compulsory workers rather than forced labor. They were free men in their off time and received the same pay as other workers. Of course the work was difficult for them since they were not used to heavy labor. There were no professional [] work crews.

5. [] Soviet personnel who were stationed in Estonia during the USSR occupation of 1940-41.

(a) Moisei Asnin, mechanical engineer, chief of EHA. []

(b) (fnu) Shershnev, not an engineer, chief of the Road Construction Bureau. []

(c) Alexander Syromiatnikov, civil engineer. []

(d) (fnu) Lazayev, engineer. []

(e) (fnu) Kretova - a woman and an engineer. []

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